



The Ohio Public Works Commission
65 East State Street, Suite 312, Columbus, Ohio 43215 Phone (614) 466-0880

CB11B

APPLICATION FOR FINANCIAL ASSISTANCE
Revised 7/93

IMPORTANT: Applicant should consult the "Instructions for Completion of Project Application" for assistance in the proper completion of this form.

SUBDIVISION: Hamilton County CODE# 061-00061

DISTRICT NUMBER: 2 COUNTY: Hamilton DATE 9 / 26 / 97

CONTACT: John Beck PHONE # (513) 632-8529

(THE PROJECT CONTACT PERSON SHOULD BE THE INDIVIDUAL WHO WILL BE AVAILABLE ON A DAY-TO-DAY BASIS DURING THE APPLICATION REVIEW AND SELECTION PROCESS AND WHO CAN BEST ANSWER OR COORDINATE THE RESPONSE TO QUESTIONS)

PROJECT NAME: Newtown Road Box Culvert

SUBDIVISION TYPE

(Check Only 1)

- ☒ 1. County
☐ 2. City
☐ 3. Township
☐ 4. Village
☐ 5. Water/Sanitary District
(Section 6119 O.R.C.)

FUNDING TYPE REQUESTED

(Check All Requested & Enter Amount)

- ☒ 1. Grant \$ 306,904.00
☐ 2. Loan \$ _____
☐ 3. Loan Assistance \$ _____
MBE SET-ASIDE OFFERED
Construction \$ _____
Procurement \$ _____

PROJECT TYPE

(Check Largest Component)

- ☐ 1. Road
☒ 2. Bridge/Culvert
☐ 3. Water Supply
☐ 4. Wastewater
☐ 5. Solid Waste
☐ 6. Stormwater

TOTAL PROJECT COST: \$ 438,435.00

FUNDING REQUESTED: \$ 306,904.00

DISTRICT RECOMMENDATION

To be completed by the District Committee ONLY

GRANT: \$ 306,904.00
LOAN: \$ _____

LOAN ASSISTANCE: \$ _____
% _____ TERM: _____ yrs. (Attach Loan Supplement)

(Check Only 1)

- ☒ State Capital Improvement Program
☐ Local Transportation Improvements Program
☐ Small Government Program

DISTRICT MBE SET-ASIDE

Construction \$ _____
Procurement \$ _____

FOR OPWC USE ONLY

PROJECT NUMBER: C _____ / C _____
Local Participation _____ %
OPWC Participation _____ %
Project Release Date: ____ / ____ / ____
OPWC Approval: _____

APPROVED FUNDING: \$ _____
Loan Interest Rate: _____
Loan Term: _____ years
Maturity Date: _____
Date Approved: ____ / ____ / ____

1.0 PROJECT FINANCIAL INFORMATION

1.1 PROJECT ESTIMATED COSTS:

(Round to Nearest Dollar)

- a.) Project Engineering Costs:
1. Preliminary Engineering \$ _____ .00
 2. Final Design \$ _____ .00
 3. Other Engineer Services * \$ _____ .00
 - Supervision \$ _____ .00
 - Miscellaneous \$ _____ .00
- b.) Acquisition Expenses:
1. Land \$ _____ .00
 2. Right-of-Way \$ _____ .00
- c.) Construction Costs: \$ 438,435.00
- d.) Equipment Purchased Directly: \$ _____ .00
- e.) Other Direct Expenses: \$ _____ .00
- f.) Contingencies: \$ _____ .00
- g.) TOTAL ESTIMATED COSTS: \$ 438,435.00

MBE Force Account
\$ \$

| | |
|-------|-------|
| _____ | _____ |
| _____ | _____ |
| _____ | _____ |
| _____ | _____ |
| _____ | _____ |
| _____ | _____ |
| _____ | _____ |

1.2 PROJECT FINANCIAL RESOURCES:

(Round to Nearest Dollar and Percent)

- | | | |
|---------------------------------------|-----------------------|-------------|
| a.) Local In-Kind Contributions | \$ _____ .00 | % _____ |
| b.) Local Public Revenues | \$ <u>43,844</u> .00 | <u>10</u> |
| c.) Local Private Revenues | \$ <u>87,687</u> .00 | <u>20</u> |
| d.) Other Public Revenues | | |
| 1. ODOT PID# _____ | \$ _____ .00 | _____ |
| 2. EPA/OWDA | \$ _____ .00 | _____ |
| 3. OTHER | \$ _____ .00 | _____ |
| SUB TOTAL LOCAL RESOURCES: | \$ <u>131,531</u> .00 | <u>30</u> |
| e.) OPWC Funds | | |
| 1. Grant | \$ <u>306,904</u> .00 | <u>70</u> |
| 2. Loan | \$ _____ .00 | _____ |
| 3. Loan Assistance | \$ _____ .00 | _____ |
| SUB TOTAL OPWC RESOURCES: | \$ <u>306,904</u> .00 | <u>70</u> |
| f.) TOTAL FINANCIAL RESOURCES: | \$ <u>438,435</u> .00 | <u>100%</u> |

*Other Engineer's Services must be outlined in detail on the required certified engineer's estimate.

1.3 AVAILABILITY OF LOCAL FUNDS:

Attach a summary from the Chief Financial Officer listed in section 5.2 listing all local share funds budgeted for the project and the date they are anticipated to be available.

2.0 PROJECT INFORMATION

IMPORTANT: If project is multi-jurisdictional, information must be consolidated in this section.

2.1 PROJECT NAME: Newtown Road Box Culvert

2.2 BRIEF PROJECT DESCRIPTION - (Sections a through d):

a: SPECIFIC LOCATION:

The project is located on Newtown Road. The project is between Lawyer Road and Lindner Lane.

PROJECT ZIP CODE: 45244

b: PROJECT COMPONENTS:

- 1.) Remove inadequate culvert and deteriorating retaining wall.
- 2.) Replace with precast box culvert.

c: PHYSICAL DIMENSIONS / CHARACTERISTICS:

The project is approximately 450 feet in length and along the east side of Newtown Road.

d: DESIGN SERVICE CAPACITY:

IMPORTANT: Detail shall be included regarding current service capacity vs proposed service level. If road or bridge project, include ADT. If water or wastewater project, include both current residential rates based on monthly usage of 7,756 gallon per household.

Attach current rate ordinance.

ADT of Newtown Road is 11,000. *Please see the attached documentation.*

2.3 USEFUL LIFE / COST ESTIMATE: Project Useful Life: 50 Years.

Attach Registered Professional Engineer's statement, with original seal and signature certifying the project's useful life indicated above and estimated cost.

3.0 REPAIR/REPLACEMENT or NEW/EXPANSION:

| | | |
|--|---------------|-------|
| TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT | \$ 438,435.00 | 100 % |
| State Funds Requested for Repair and Replacement | \$ 306,904.00 | 70 % |

| | | |
|---|----------|--------|
| TOTAL PORTION OF PROJECT NEW/EXPANSION | \$ _____ | ____ % |
| State Funds Requested for New and Expansion | \$ _____ | ____ % |

4.0 PROJECT SCHEDULE:*

| | BEGIN DATE | END DATE |
|-------------------------|---------------------|---------------------|
| 4.1 Engineering/Design: | <u>01 / 15 / 93</u> | <u>06 / 30 / 96</u> |
| 4.2 Bid Advertisement: | <u>10 / 15 / 98</u> | <u>11 / 15 / 98</u> |
| 4.3 Construction: | <u>12 / 15 / 98</u> | <u>08 / 31 / 00</u> |

* Failure to meet project schedule may result in termination of agreement for approved projects. Modification of dates must be approved in writing by the Commission once the Project Agreement has been executed. Dates should assume project agreement approval/release on July 1st. of the Program Year applied for.

5.0 APPLICANT INFORMATION:

5.1 CHIEF EXECUTIVE

OFFICER
TITLE
STREET

William W. Brayshaw, P.E., P.S.
Hamilton County Engineer
Room 700, County Administration Building
138 E. Court Street
Cincinnati, Ohio 45202
(513) 632 - 8630
(513) 723 - 9748

5.2 CHIEF FINANCIAL

OFFICER
TITLE
STREET
CITY/ZIP
PHONE
FAX

Dusty Rhodes
Hamilton County Auditor
138 E. Court Street
Cincinnati, Ohio 45202
(513) 632 - 8212
(513) 632 - 8722

5.3 PROJECT MANAGER

TITLE
STREET

Steve Mary, P. E.
Construction Engineer
Room 700, County Administration Building
138 E. Court Street
Cincinnati, Ohio 45202
(513) 632 - 8527
(513) 723 - 9748

6.0 ATTACHMENTS/COMPLETENESS REVIEW:

Check each section below, confirming that all required information is included in this application.

X A certified copy of the legislation by the governing body of the applicant authorizing a designated official to submit this application and execute contracts. (Attach)

X A summary from the applicant's Chief Financial Officer listing all local share funds budgeted for the project and the date they are anticipated to be available. (Attach)

X A registered professional engineer's estimate of projects useful life and cost estimate, as required in 164-1-14 and 164-1-16 of the Ohio Administrative Code. Estimates shall contain engineer's original seal and signature. (Attach)

 A copy of the cooperation agreement(s) if this project involves more than one subdivision or district.(Attach)

X Capital Improvements Report: (Required by 164 O.R.C. on standard form)

 A: Attached.

X B: Report/Update Filed with the Commission within the last twelve months.

Floodplain Management Permit: Required if project is in 100 year floodplain. See Instructions.

X Supporting Documentation: Materials such as additional project description, photographs, economic impact (temporary and/or full time jobs likely to be created as a result of the project), and other information to assist your district committee in ranking your project.

7.0 APPLICANT CERTIFICATION:

The undersigned certifies that: (1) he/she is legally authorized to request and accept financial assistance from the Ohio Public Works Commission; (2) that to the best of his/her knowledge and belief, all representations that are part of this application are true and correct; (3) that all official documents and commitments of the applicant that are part of this application have been duly authorized by the governing body of the applicant; and, (4) should the requested financial assistance be provided, that in the execution of this project, the applicant will comply with all assurances required by Ohio Law, including those involving minority business utilization, Buy Ohio, and prevailing wages.

IMPORTANT: Applicant certifies that physical construction on the project as defined in the application has NOT begun, and will not begin until a Project Agreement on this project has been executed with the Ohio Public Works Commission. Action to the contrary will result in termination of the agreement and withdrawal of Ohio Public Works Commission funding of the project.

William W. Brayshaw, P.E., P.S., Hamilton County Engineer

Certifying Representative (Type or Print Name and Title)

William W. Brayshaw 9-17-97
Signature/Date Signed

County of Hamilton

WILLIAM W. BRAYSHAW, P.E.-P.S. COUNTY ENGINEER

700 COUNTY ADMINISTRATION BUILDING

138 EAST COURT STREET

CINCINNATI, OHIO 45202-1232

PHONE (513) 632-8523

FAX (513) 725-9748

STATEMENT OF USEFUL LIFE

As required by Chapter 164-1-13 of the Ohio Administrative Code, I hereby certify that the Newtown Box Culvert project will have a useful life of at least 50 years.

CONSTRUCTION COSTS:

The opinion of Project Construction Costs is based on current unit price experience and is subject to adjustment upon completion of detailed plans and receipt of an acceptable proposal by a qualified contractor.


WILLIAM W. BRAYSHAW, P.E., - P.S.
HAMILTON COUNTY ENGINEER

PROJECT : NEWTOWN ROAD BOX CULVERT

ENG. EST.: \$438,435.00

| REF NO | ITEM NO. | DESCRIPTION | UNIT | QUANT | ENGINEER'S ESTIMATE | |
|-----------|-------------|--|------|-------|------------------------|--------------|
| | | | | | UNIT | TOTAL |
| 1 | 201 | CLEARING & GRUBBING | LS | 1 | 5000.00 | \$5,000.00 |
| 2 | 202 | EXISTING WALL PARTIALLY REMOVED | LF | 220 | 15.00 | \$3,300.00 |
| 3 | *203 | EMBANKMENT | CY | 1600 | 15.00 | \$24,000.00 |
| 4 | *601 | ROCK CHANNEL PROT. , TYPE B, PART. GROUT | CY | 200 | 60.00 | \$12,000.00 |
| 5 | 601 | ROCK CHANNEL PROT., TYPE B, GROUTED | CY | 16 | 60.00 | \$960.00 |
| 6 | 601 | ROCK CHANNEL PROT., TYPE C, GROUTED | CY | 10 | 52.00 | \$520.00 |
| 7 | 601 | RIPRAP-6" REINFORCED SLAB, AS PER PLAN | SY | 33 | 80.00 | \$2,640.00 |
| 8 | 602 | HW-3 HEADWALL FOR 8 x 5 BOX, AS PER PLAN | EA | 1 | 9000.00 | \$9,000.00 |
| 9 | 602 | HW-4B HEADWALL FOR 8 x 5 BOX, AS PER PLAN | EA | 1 | 6000.00 | \$6,000.00 |
| 10 | 602 | HW-4B HEADWALL FOR 42" CONDUIT,, AS PER PLAN | EA | 1 | 2000.00 | \$2,000.00 |
| 11 | 603 | 24" CONDUIT, TYPE C, 706.02, CLASS III | LF | 15 | 67.00 | \$1,005.00 |
| 12 | 603 | 42" CONDUIT, TYPE C, 706.02, CLASS III | LF | 33 | 175.00 | \$5,775.00 |
| 13 | 603 | 38" X 24" ELLIPTICAL CONDUIT, 706.04, HE-III, TYPE B | LF | 44 | 190.00 | \$8,360.00 |
| 14 | *603 | 8' X 5' PRECAST BOX, 706.05, ASTM C850, TYPE B | LF | 348 | 750.00 | \$261,000.00 |
| 15 | 604 | CB-2-3 CATCH BASIN | EA | 1 | 2000.00 | \$2,000.00 |
| 16 | 604 | CB-2-4 CATCH BASIN | EA | 1 | 2700.00 | \$2,700.00 |
| 17 | 604 | MH-3 MANHOLE | EA | 1 | 2700.00 | \$2,700.00 |
| 18 | 606 | GUARDRAIL, TYPE 4 | LF | 287.5 | 20.00 | \$5,750.00 |
| 19 | 606 | ROUNDED END SECTION | EA | 4 | 70.00 | \$280.00 |
| 20 | 614 | MAINTAINING TRAFFIC | LS | 1 | 9000.00 | \$9,000.00 |
| 21 | 623 | CONSTRUCTION LAYOUT STAKES | LS | 1 | 3000.00 | \$3,000.00 |
| 22 | *659 | SEEDING & MULCHING | SY | 2000 | 2.00 | \$4,000.00 |
| 23 | SPL | LOW STRENGTH MORTAR BACKFILL | CY | 100 | 50.00 | \$5,000.00 |
| 24 | SPL | SPECIAL BOND | LS | 1 | 1500.00 | \$1,500.00 |
| 25 | 1101 | FURNISH & LAY 16" DIP & FITTINGS | LF | 40 | 190.00 | \$7,600.00 |
| 26 | 1110 | CLASS C CONCRETE | CY | 23 | 185.00 | \$4,255.00 |
| 27 | 509 | REINFORCING STEEL | LBS | 2295 | 2.00 | \$4,590.00 |

SUPPLEMENTAL ITEMS

| | | | | | | |
|----|------|--|--|-----|--------|-------------|
| 28 | *203 | EMBANKMENT | | 300 | 15.00 | \$4,500.00 |
| 29 | *601 | ROCK CHANNEL PROT. , TYPE B, PART. GROUT | | 50 | 60.00 | \$3,000.00 |
| 30 | *603 | 8' X 5' PRECAST BOX, 706.05, ASTM C850, TYPE B | | 48 | 750.00 | \$36,000.00 |
| 31 | *659 | SEEDING & MULCHING | | 500 | 2.00 | \$1,000.00 |

TOTAL

\$438,435.00

County of Hamilton

WILLIAM W. BRAYSHAW, P.E.-P.S. COUNTY ENGINEER

700 COUNTY ADMINISTRATION BUILDING

138 EAST COURT STREET

CINCINNATI, OHIO 45202-1232

PHONE (513) 632-8523

FAX (513) 723-9748

September 20, 1997

STATUS OF FUNDS REPORT

Project: Newtown Box Culvert


This is to certify that the sum of \$131,531.00 is available as the local matching funds in connection with the application for State Capital Improvement Funds for the above mentioned project.

The source of the local match will be Hamilton County Funds and private funds. Local matching funds will be encumbered and certified upon completion of the Project Agreement with the Ohio Public Works Commission.

Chief Executive Officer:


WILLIAM W. BRAYSHAW, P.E.-P.S.
HAMILTON COUNTY ENGINEER

Chief Financial Officer:


DUSTY RHODES
HAMILTON COUNTY AUDITOR



August 20, 1997

Mr. Ted Hubbard, Chief Deputy
Hamilton County Engineer
700 County Administration Building
138 East Court Street
Cincinnati, OH 45202

RE: Newtown Road Project No. 374

Dear Ted:

Please allow this letter to confirm our recent discussions on funding participation for the construction of the above noted project.

Fischer Development Company or an affiliated company can contribute twenty percent (20%) of the actual direct costs to construct the project improvements during the 1998 construction season. The total actual direct costs are estimated to be \$400,000. It is our understanding that the County will contribute ten percent (10%) of the project costs, together with one hundred percent (100%) of the engineering design, stake-out, inspection, construction management and right-of-way acquisition.

Additionally, we understand that this letter commences the funding process and, if funding is affirmed, we will be given notice to confirm our contribution.

Should the project require the importation of clay fill material, it is likely that we would be in the position to supply a source for that material from our Reserve of Turpin community, a short distance from the project.

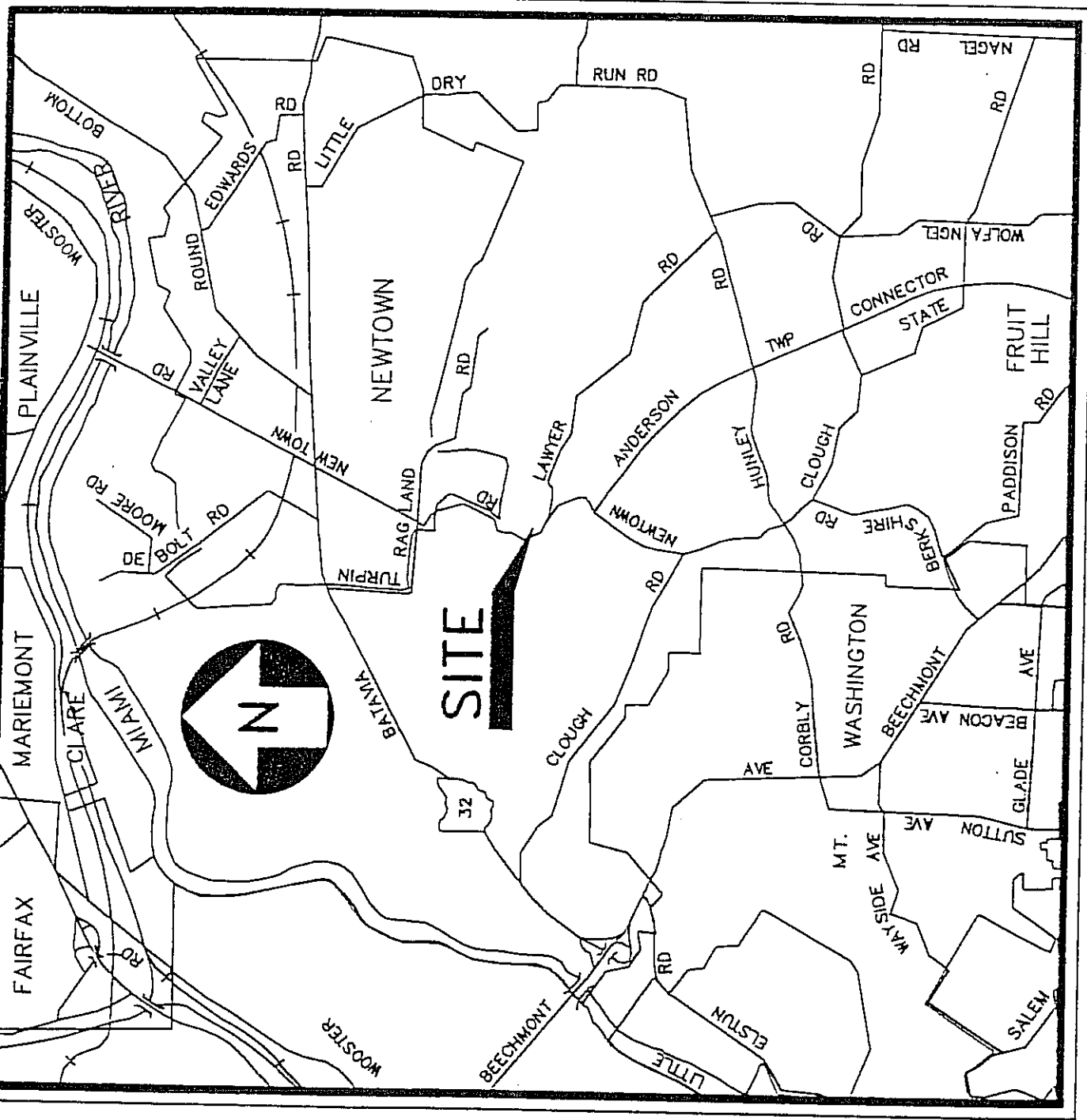
Please keep me apprised of your progress and if I can be of additional help, please contact me.

Sincerely,

A handwritten signature in dark ink, appearing to read "James R. Gorman", with a long, sweeping horizontal line extending to the right.

James R. Gorman
Vice President and General Manager

JRG/lem



VICINITY MAP

RESOLUTION

COMRS MIN.
VOL. 263
AUG 28 1996
IMAGE 5785

APPOINTING WILLIAM W. BRAYSHAW, P.E., P.S., HAMILTON COUNTY
ENGINEER, AS CHIEF EXECUTIVE OFFICER OF HAMILTON COUNTY FOR
PURPOSES OF APPLYING FOR INFRASTRUCTURE FUNDING

BY THE BOARD:

WHEREAS, the State Capital Improvement Program and Local Transportation
Improvement Program provide for infrastructure funding; and

WHEREAS, the District 2 Integrating Committee is accepting applications
for projects within Hamilton County, the State of Ohio; and

WHEREAS, Hamilton County is applying for infrastructure repair and
replacement projects; and

WHEREAS, the Ohio Public Works Commission requires that a Chief
Executive Officer be appointed;

NOW, THEREFORE, BE IT RESOLVED by the Board of County Commissioners of
Hamilton County, Ohio, that William W. Brayshaw be appointed to the position
of Chief Executive Officer for the Political Subdivision of Hamilton County
for the purpose of applying for infrastructure funding and to execute such
agreements with the Ohio Public Works Commission.

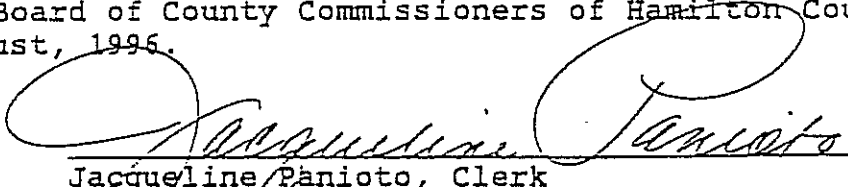
ADOPTED at a regularly adjourned meeting of the Board of County
Commissioners of Hamilton County, Ohio, this 28th day of August, 1996.

Mr. Bedinghaus AYE Mr. Dowlin AYE Mr. Guckenberger AYE

CERTIFICATE OF CLERK

IT IS HEREBY CERTIFIED that the foregoing is a true and correct
transcript of a resolution adopted by the Board of County Commissioners in
session the 28th day of August, 1996.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the Official
Seal of the Office of the Board of County Commissioners of Hamilton County,
Ohio, this 28th day of August, 1996.


Jacqueline Panioto, Clerk
Board of County Commissioners
Hamilton County, Ohio

County of Hamilton

WILLIAM W. BRAYSHAW, P.E.-P.S. COUNTY ENGINEER

700 COUNTY ADMINISTRATION BUILDING

138 EAST COURT STREET

CINCINNATI, OHIO 45202-1232

PHONE (513) 632-8523

FAX (513) 725-9748

CERTIFICATION OF TRAFFIC COUNT

As required by the District 2 Integrating Committee, I hereby certify that the traffic counts herein attached to the Newtown Road Box Culvert project application are a true and accurate count done by the Hamilton County Engineer's Office, Traffic Division.


WILLIAM W. BRAYSHAW, P.E.- P.S.
HAMILTON COUNTY ENGINEER

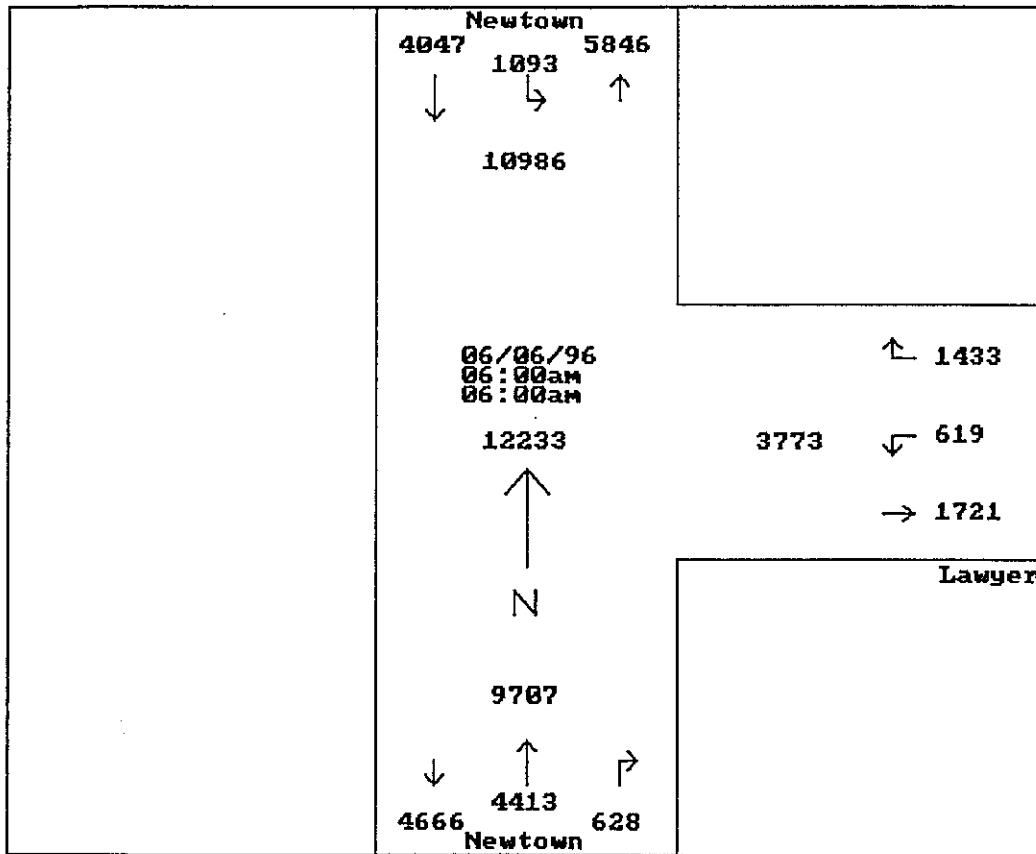
Weather : Partly Cloudy / Drizzle
 Counter : 4
 Counted by: L. Beverly
 Township : Anderson

William W. Brayshaw P.E.-P.S.
 Hamilton County Engineer
 Traffic Department
 R.E. Dexter - Traffic Technician

Study Name: LAWNEWT3
 Site Code : 00000000
 Start Date: 06/06/96
 Page : 1

Vehicle group 1

| Start Time | Newtown From North | | Lawyer From East | | Newtown From South | | Intrvl. Total |
|---------------|-----------------------|-------|---------------------|-------|-----------------------|-------|------------------|
| | Left | Thru | Left | Right | Thru | Right | |
| Grp 1 | 1.430 | 1.430 | 1.430 | 1.430 | 1.430 | 1.430 | |
| 06/06/96 | | | | | | | |
| 06:00 | 1093 | 4047 | 619 | 1433 | 4413 | 628 | 12233 |
| 1/4 Apr. | 21.2 | 78.7 | 30.1 | 69.8 | 87.5 | 12.4 | - |
| 1/4 Int. | 8.9 | 33.0 | 5.0 | 11.7 | 36.0 | 5.1 | - |



County of Hamilton

WILLIAM W. BRAYSHAW, P.E.-P.S. COUNTY ENGINEER

700 COUNTY ADMINISTRATION BUILDING

138 EAST COURT STREET

CINCINNATI, OHIO 45202-1232

PHONE (513) 632-8523

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RIGHT - OF - WAY STATUS REPORT NEWTOWN ROAD BOX CULVERT

Hamilton County is responsible for 6 parcels. Of these, 3 are for permanent right-of-way (warranty deed) and 3 are for temporary construction easements.

All right-of-way parcels are expected to be acquired by July 1, 1998.

ADDITIONAL SUPPORT INFORMATION

For Program Year 1998 (July 1, 1998 through June 30, 1999), jurisdictions shall provide the following support information to help determine which projects will be funded. Information on this form must be accurate, and where called for, based on sound engineering principles. Documentation to substantiate the individual items may be required by the Support Staff if information does not appear to be accurate.

- 1) What is the condition of the existing infrastructure to be replaced, repaired, or expanded? For bridges, submit a copy of the current State form BR-86.

Closed _____

Poor X

Fair _____

Good _____

Give a brief statement of the nature of the deficiency of the present facility such as: inadequate load capacity (bridge); surface type and width; number of lanes; structural condition; substandard design elements such as berm width, grades, curves, sight distances, drainage structures, or inadequate service capacity. If known, give the approximate age of the infrastructure to be replaced, repaired, or expanded.

The existing retaining wall supporting the roadway has been undermined and repaired several times. There is presently substandard shoulder/berm along the road where the wall is located. Enclosure would provide adequate shoulder/pull off area as well as safely supporting the roadway. Hillside erosion would also benefit.

- 2) If State Capital Improvement Program funds are awarded, how soon (in weeks or months) after receiving the Project Agreement from OPWC (tentatively set for July 1, 1998) would the project be under contract? The Support Staff will be reviewing status reports of previous projects to help judge the accuracy of a particular jurisdiction's anticipated project schedule.

6 weeks/months (Circle one)

Are preliminary plans or engineering completed? Yes No

Are detailed construction plans completed? Yes No

Are all right-of-way and easements acquired?* Yes No N/A

*Please answer the following if applicable:

No. of parcels needed for project: 6 Of these, how

many are Takes _____, Temporary 3, Permanent 3

On a separate sheet, explain the status of the ROW acquisition process of this project for any parcels not yet acquired.

Are all utility coordinations completed? Yes No N/A

Give an estimate of time, in weeks or months, to complete any item above not yet completed. 6 weeks/months

- 3) How will the proposed project impact the general health, safety and welfare of the service area? (Typical examples may include the effects of the completed project on accident rates, emergency response time, fire protection, health hazards, user benefits, commerce, and highway capacity.) Please be specific and provide documentation if necessary to substantiate the data.

The proposed project will improve the overall safety to the traveling public. The project is in a curve and this will allow a safe pull-off area while replacing a substandard/deteriorating wall. Newtown Road is heavily traveled and traffic is expected to increase as a result of development. (11,000 ADT)

- 4) What type of funds are to be utilized for the local share for this project?

Federal _____ ODOT _____ Local X
MRF _____ OWDA _____ CDBG _____
Other Private

Note: If MRF funds are being used for the local share, the MRF application must have been filed by August 1, 1997 for this project with the Hamilton County Engineer's Office.

The minimum amount of matching funds for grant projects (local share) must be at least 10% of the TOTAL CONSTRUCTION COST. What percentage of matching funds are being committed to this project?

30 %

- 5) Has any formal action by a federal, state, or local government agency resulted in a complete or partial ban of the use or expansion of use for the involved infrastructure? (Typical examples include weight limits, truck restrictions, and moratoriums or limitations on issuance of building permits.) A copy of the approved legislation must be submitted with the application. THE BAN MUST HAVE AN ENGINEERING JUSTIFICATION TO BE VALID.

Complete Ban _____ Partial Ban _____ No Ban X

Will the ban be removed after the project is completed?

Yes _____ No _____

- 6) What is the total number of existing users that will benefit as a result of the proposed project?

ADT = 11,000 x 1.2 = 13,200 users per day

For roads and bridges, multiply current documented Average Daily Traffic by 1.20. For public transit, submit documentation substantiating the count. Where the facility currently has any restrictions or is partially closed, use documented traffic counts prior to the restriction. For storm sewers, sanitary sewers, water lines, and other related facilities, multiply the number of households in the service area by 4. NOTE: DOCUMENTATION MUST BE PROVIDED FOR COUNTS OF 4,000 ADT AND ABOVE, AND HAVE THE DOCUMENTATION CERTIFIED BY EITHER A LICENSED ENGINEER OR AN OFFICIAL OF THE SUBDIVISION.

- 7) Has the jurisdiction developed a Five Year Capital Improvement Plan as required in O.R.C., chapter 164?

Yes X No

- 8) Give a brief statement concerning the regional significance of the infrastructure to be replaced, repaired, or expanded.

Anderson Township is heavily populated as well as Clermont County. With Newtown Road a main artery, the elimination of the hazard (wall, no shoulder) will greatly improve public safety. Newtown Road is also heavily traveled by school bus routes.

- 9) For expansion projects, please provide the existing and proposed Level of Service (LOS) of the facility using the methodology outlined within AASHTO'S "Geometric Design of Highways and Streets" and the 1985 Highway Capacity Manual.

Existing LOS Proposed LOS

If the proposed LOS is not "C" or better, explain why LOS "C" cannot be achieved. (Attach separate sheets if necessary.)

SCIP/LTIP PROGRAM
ROUND 12 - PROGRAM YEAR 1998
PROJECT SELECTION CRITERIA
JULY 1, 1998 TO JUNE 30, 1999

JURISDICTION/AGENCY:

Ham Co

NAME OF PROJECT:

NEWTOWN RD Box CULVERT

PRELIMINARY SCORE FOR THIS PROJECT:

57

FINAL SCORE FOR THIS PROJECT:

RATING TEAM:

4

- 1) If SCIP/LTIP funds are granted, when would the construction contract be awarded? POINTS
(See Addendum for definition of delinquency) 10
- 10 Points - Will be under contract by end of 1998 and no delinquent projects in Rounds 9 & 10.
- 5 Points - Will be under contract by March 30, 1999 and/or jurisdiction has had one delinquent project in Rounds 9 & 10.
- 0 Points - Will not be under contract by March 30, 1999 and/or jurisdiction has had more than one delinquent project in Rounds 9 & 10.

- 2) What is the physical condition of the existing infrastructure to be replaced or repaired? (See Addendum for definitions)

- 25 Points - Failed
23 Points - Critical
20 Points - Very Poor
17 Points - Poor
15 Points - Moderately Poor
10 Points - Moderately Fair
5 Points - Fair Condition
0 Points - Good or Better

23

NOTE: If the infrastructure is in "good" or better condition, it will NOT be considered for SCIP/LTIP funding unless it is an expansion project that will improve serviceability.

3) If the project is built, what will be its effect on the facility's serviceability? Documentation is required.

- 5 Points - Project design is for future demand.
- 4 Points - Project design is for partial future demand.
- 3 Points - Project design is for current demand.
- 2 Points - Project design is for minimal increase in capacity.
- 1 Point - Project design is for no increase in capacity.

1

4) How important is the project to HEALTH, SAFETY, AND WELFARE of the public and the citizens of the District and/or service area? See Addendum for definitions

- 10 Points - Highly significant importance, with substantial impact on all 3 factors.
- 8 Points - Considerably significant importance, with substantial impact on 2 factors, or noticeable impact on all 3 factors.
- 6 Points - Moderate importance, with substantial impact on 1 factor or noticeable impact on 2 factors.
- 4 Points - Minimal importance, with noticeable impact on 1 factor
- 2 Points - No measurable impact

4

5) What is the overall economic health of the jurisdiction?

- 10 Points
- 8 Points
- 6 Points
- 4 Points
- 2 Points

6

6) What matching funds are being committed to the project, expressed as as a percentage of the TOTAL CONSTRUCTION COST? Loan and Credit Enhancement projects automatically receive 5 points, and no match is required. All grant funded projects require a minimum of 10% matching funds.

- 5 Points - 50% or more
- 4 Points - 40% to 49.99%
- 3 Points - 30% to 39.99%
- 2 Points - 20% to 29.99%
- 1 Point - 10% to 19.99%

3

14

- 7) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure? **POINTS MAY ONLY BE AWARDED IF THE END RESULT OF THE PROJECT WILL CAUSE THE BAN TO BE LIFTED.**

5 Points - Complete ban
3 Points - Partial ban
0 Points - No ban of any kind

0

- 8) What is the total number of existing daily users that will benefit as a result of the proposed project? Appropriate criteria include current traffic counts, households served, when converted to a measurement of persons. Public transit users are permitted to be counted for the roads and bridges, but only when certifiable ridership figures are provided.

5 Points - 16,000 or more
4 Points - 12,000 to 15,999
3 Points - 8,000 to 11,999
2 Points - 4,000 to 7,999
1 Point - 3,999 and under

4

- 9) Does the infrastructure have regional impact? Consider originations and destinations of traffic, functional classifications, size of service area, number of jurisdictions served, etc. **(See Addendum for definitions)**

5 Points - Major impact
4 Points -
3 Points - Moderate impact
2 Points -
1 Point - Minimal or no impact

3

- 10) Has the jurisdiction enacted the optional \$5 license plate fee, an infrastructure levy, a user fee, or a dedicated tax for infrastructure and provided certification of which fees have been enacted?

5 Points - Two of the above
3 Points - One of the above
0 Points - None of the above

3

ADDENDUM TO THE RATING SYSTEM

DEFINITIONS/CLARIFICATIONS

Criterion 1 - ABILITY TO PROCEED

The Support Staff will assign points based on engineering experience and OPWC defined delinquent projects. A project will be considered delinquent when any of the following occurs: 1) A letter is sent from the OPWC to the affected jurisdiction stating that the project has not moved in accordance with the time frame listed on the application (copies are sent to the District); or 2) no time extension has been granted by the OPWC; or 3) A jurisdiction receiving approval for a project subsequently terminates the same after the bid date on the application. The OPWC sends a letter to a jurisdiction which announces that its' project is going to be terminated when the project is sixty (60) days beyond the bid date shown on the original application and a time extension for the project has not previously been requested or has been denied.

2 - CONDITION

Condition is based on the amount of deterioration that is field verified or documented exclusive of capacity, serviceability, or health, safety and welfare issues. Condition is rated only on the existing facility being repaired or abandoned. If the existing facility is not being abandoned or repaired, but a new facility is being built, it shall be considered as an expansion project. (Documentation may include ODOT BR-86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included with the original application.)

Definitions:

FAILED CONDITION - Requires complete reconstruction where no part of the existing facility is salvageable. (e.g. Roads: complete reconstruction of roadway, curbs and base; Bridges: no part of the bridge can be salvaged; Underground: removal and replacement of an underground drainage or water system; Hydrants: completely non-functioning and replacement parts are unavailable.)

CRITICAL CONDITION - Requires moderate or partial reconstruction to maintain integrity. (e.g. Roads: reconstruction of roadway, curbs can be saved; Bridges: only the substructure can be salvaged with modifications; Underground: removal and replacement of part of an underground drainage or water system; Hydrants: some non-functioning, others obsolete and replacement parts are unavailable.)

VERY POOR CONDITION - Requires extensive rehabilitation to maintain integrity. (e.g. Roads: extensive full depth, partial depth and curb repair of a roadway with a structural overlay; Bridges: substructure and superstructure can be salvaged with extensive repairs; Underground: repair of joints and/or minor replacement of pipe sections; Hydrants: non-functioning and replacement parts are available.)

POOR CONDITION - Requires standard rehabilitation to maintain integrity. (e.g. Roads: moderate full depth, partial depth and curb repair to a roadway with no structural overlay needed or structural overlay with minor repairs to a roadway needed; Bridges: deck cannot be salvaged, substructure and superstructure need repair; Underground: insituform or other in ground repairs; Hydrants: functional, but leaking and replacement parts are unavailable.)

MODERATELY POOR CONDITION - Requires minor rehabilitation to maintain integrity. (e.g. Roads: minor full depth, partial depth or curb repairs to a roadway with either a thin overlay or no overlay needed; Bridges: deck can be salvaged with repairs and overlay; Hydrants: functional and replacement parts are available.)

MODERATELY FAIR CONDITION - Requires extensive maintenance to maintain integrity. (e.g. Roads: thin or no overlay with extensive crack sealing, minor partial depth and/or slurry or rejuvenation; Bridges: deck rehabilitation required, overlay not required.)

FAIR CONDITION - Requires routine maintenance to maintain integrity. (e.g. Roads: slurry seal, rejuvenation or routine crack sealing to the roadway; Bridges: minor rehabilitation required.)

GOOD OR BETTER CONDITION - Little or no maintenance required to maintain integrity; Bridges: no work required.

Criterion 4 - *HEALTH, SAFETY & WELFARE*

Definitions:

SAFETY - The design of the project will prevent accidents, promote safer conditions, and eliminate or reduce the danger of risk, liability, or injury.

EXAMPLES: Widening existing roadway lanes to standard lane widths; Adding lanes to a roadway or bridge to increase capacity or alleviate congestion; replacing old or non-functioning hydrants; increasing capacity to a water system, etc.

HEALTH - The design of the project will improve the overall condition of the facility so as to reduce or eliminate disease; or correct concerns regarding the environmental health of the area.

EXAMPLES: Improving or adding storm drainage or sanitary facilities; replacing lead joints in water lines;

WELFARE - The design of the project will promote economic well-being and prosperity.

EXAMPLES: Project has the potential to improve business expansions or opportunities in the area; project will improve the quality of life in the area;

PLEASE NOTE: The examples listed above are NOT a complete list, but only a small sampling of situations that may be relevant to any given project. Each project is looked at on an individual basis to determine if any aspects of this rating category apply, and if so, to what severity level (minor or significant). The severity and extent of the problem, as it relates to Health, Safety and Welfare, MUST be fully detailed by the applicant and apparent to the rating team. The Support Staff will not attempt to determine these issues on its own. Without such detail the jurisdiction should expect a lower rating than the project may deserve.

Criterion 9 - REGIONAL IMPACT

Definitions:

MAJOR IMPACT - Roads: major multi-jurisdictional route, primary feed to an interstate, Federal Aid Primary routes; Underground: primary water or sewer main serving and entire system; Hydrants: multi-jurisdictional.

MODERATE IMPACT - Roads: principal thoroughfares, Federal Aid Urban routes; Underground: primary water or sewer main serving only part of a system; Hydrants: all hydrants in a local system serving only one jurisdiction.

MINIMAL/NO IMPACT - Roads: cul-de-sacs, subdivision streets; Underground: individual water or sewer main not part of a large system; Hydrants: only some hydrants in a local system serving only one jurisdiction.